

REMARKS

Claims 1, 9, 17, 25, 33, 41, 49, 57, and 65 have been amended. No claims have been added or canceled. Accordingly, after entry of this amendment, claims 1-72 will remain pending.

In the Office Action dated March 12, 2004, the Examiner indicated that the international search report listed in the November 27, 2002 IDS has been considered. The Applicant would like to thank the Examiner for consideration of this IDS.

The Examiner objected to the incorporation of subject matter in the application by reference from the pending applications listed on pages 1 and 2 because a common assignee had not been indicated. The Applicant respectfully submits that each of the applications incorporated in this application by reference are commonly assigned to the same assignee. Accordingly, the Applicant believes that the Examiner's objection is moot. If the Examiner requires further information in this regard, the Examiner is invited to contact the undersigned.

The Examiner objected to the drawings for failing to comply with 37 C.F.R. § 1.84(p)(5) because they do not contain reference to the "supercharger 135." Moreover, the Examiner objected to the drawings as containing reference number "136," which is not mentioned in the specification. The Applicant has amended paragraph [0047] in the specification to point out that the supercharger was originally designated as "136" in Fig. 9 and to correct this oversight. Accordingly, the Applicant respectfully submits that drawings, as-filed, do not need to be amended and that the Examiner's objection has been rendered moot. As a result, the Applicant respectfully requests that the Examiner withdraw the objection to the drawings.

Claims 1-72 were rejected under 35 U.S.C. § 103(a) as unpatentable over Rassey (U.S. Patent No. 4,198,947) in view of Laimböck (U.S. Patent No. 6,257,178). The Applicant respectfully disagrees with the Examiner's rejection and, therefore, respectfully traverses same.

Claims 1, 9, 17, 25, 33, 41, 49, 57, and 65 are directed to a modular family of internal combustion engines, an engine from a modular family of internal combustion engines, a method for manufacturing a modular family of engines, a method for reducing a number of unique components required for manufacturing a modular family of internal combustion engines, one from a family of recreational vehicles incorporating one from a modular family of engines, a family of recreational vehicles sharing a modular family of internal combustion

engines, a method for manufacturing one from a family of recreational vehicles sharing a family of internal combustion engines, a method for manufacturing a family of recreational vehicles sharing a family of internal combustion engines, and a method for reducing a number of unique components required for manufacturing a family of recreational vehicles sharing a family of internal combustion engines. These independent claims have been amended to point out that the apparatuses and methods recited thereby are patentable because they combine a number of features including, *inter alia*, a recitation of a group of recreational vehicles and that engines, with different configurations, are each constructed and arranged to power a different recreational vehicle or recreational vehicle type. At least for this reason, among many others, the Applicant respectfully submits that all of the claims are patentable over the references cited by the Examiner.

Rassey describes a crankcase where block members and adapter members may be mounted on the crankcase. (Rassey at col. 2, lines 1-19.) Figure 1 illustrates a modular engine 10 with an in-line configuration, Figure 2 illustrates a modular engine 10 with a V-type configuration, and Figure 3 illustrates a modular engine 10 with a slant-right configuration. (Rassey at col. 3, lines 19-26.) To construct the modular engine 10 illustrated in Figure 1, two adapter plates 24 are secured to the crankcase 22. (Rassey at col. 3, lines 41-44.) In the modular engine 10 with a V-type configuration, two block members 18 are used, without an adapter plate 24. (Rassey at col. 3, lines 45-46.) For the modular engine 10 illustrated in Figure 3, one block member and one adapter member 25 are used. (Rassey at col. 3, lines 47-51.) Nowhere does Rassey describe that the modular engine 10 may be used with recreational vehicles. In fact, Rassey teaches away from this possible construction because the reference teaches:

There are a number of previously known internal combustion engines many of which are particularly adapted for driving motor vehicles, such as automobiles.

(Rassey at col. 1, lines 13-16.) Accordingly, one skilled in the art would understand the reference to be applicable to automobiles.

Laimböck does not correct this deficiency. In particular, Laimböck describes an internal combustion engine for a motorcycle, as it is entitled. More particularly, Laimböck describes a motorcycle engine that can be constructed in a V-type or W-type arrangement. (Laimböck at col. 2, lines 1-4.) There is nothing in Laimböck to suggest that the different

engine arrangements each may be adapted for use in different recreational vehicles, since the reference describes only a motorcycle.

Accordingly, Rassey and Laimböck do not, either alone or in combination, describe the invention as presently recited by claims 1-72. As a result, the Applicant respectfully submits that claims 1-72 are patentable thereover. The Applicant, therefore, respectfully requests that the Examiner withdraw the rejection of claims 1-72 and pass this application quickly to issue.

Finally, the Applicant respectfully points out that the amendments to the claims presented herein are made without prejudice or disclaimer of the subject matter presented in the claims as originally filed. Accordingly, the Applicant reserves the right to present claims, consistent with the scope of the claims submitted with this application, in a continuing application, if so desired.

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Respectfully submitted,

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